900 Drops Avegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of LNEANIST CHILDREN Promotes Digestion.Cheerful-ness and Rest Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC. Pacipe of Old Dr.SAMUEL PITCHER Aperfect Remedy for Constipa-Tion, Sour Stomach, Diarrhoea Worms, Convulsions, Feverish ness and Loss of SLEEP. Fac Simile Signature of Cattletter. NEW YORK. Ale inouths old of 35 Dosis - 35 Cinis EXACT COPY OF WRAPPER.

The Kind You Have

Always Bought Bears the

Signature

Use For Over Thirty Years

THE MARCH IS ONE OF PROGRESS

President Morris, of the Chamber of Commerce, Pleased.

RICHMOND'S RECORD LAST YEAR,

Many Improvements Were Made and Great Undertakings Were Either Completed or Begun. The Outlook is Very Encouraging.

Editor of The Times:

Sir,-The close of the present year, which is also the close of a century, affords op-portunity for a restrospective view of many events which have passed into his-tory, but, as numerous communications which will reach you at this season, I shall content myself by referring only to some of the most notable.

I am well assured that last year's business will show a handsome balance upon the right side of the ledger, and that the reaction following the depression of a few years ago was based upon a solid foun-dation; was guided by a conservative spir-it, and has produced development along natural lines in response to the legiti-mate demands of business.

Compared with 1889, which in many respects was a record breaking period; our factories turned out during the fiscal year just ended products valued at \$48.861.864; our jobbers made sales amounting to \$18,-634,700, and the activity shown in those and other lines of 50stness reflected by increased transactions in our banking inuary's increase of about \$8,692,647 over those

of last year, or a total of \$174,593,734. Vacant houses, of which there were many a few years ago, are nearly all occupied, and notwithstanding the activity which has prevailed in the building trade for the last two years, a general demand still exists for medium sized houses for

renting purposes.

The number of failures during the year have been remarkably small, indicating a healthy state of trade and the sound con-dition of our numerous industrial estab-

THE IMPROVEMENTS.

No great addition to the number of our manufacturing enterprises may be cron-teled for the past twelve months, but in 1859 and 1900 we embarked upon certain undertakings of such paramount importance and magnitude that to have carried them through or towards a state of com-pletion; gave full employment to our resources, and to considerable accessions of both capital and labor from abroad. To cite a few will prove this closing year of the century most conspicuous in the history of Richmond's commercial and industrial progress. Those to which I shall refer are either of great public utilishall refer are either of great public utili-ty, or are of such a character as to espe-cially call for notice, from the fact that they provide the means for unprecedented development in the future, and have all been long and eagerly anticipated from the standpoint of this chamber. Thus, the construction of the Richmond. Petersburg and Carolina Railroad and the erection of its bridge across the James river, connecting the Greater Scaboard sys-tem with this city, was an event to which

tem with this city, was an event to which we had looked forward for years and which was accordingly celebrated with the pro-foundest interest; the building of the Chesapeake and Ohlo, Railway viaduct down James river and Dock Street, now well under way, is a most necessary and undue project, and the creetion of the Union Depot of these two lines, on lower Main Street, promises to infuse greater activity into that section of the city; the completion of the Southern Railway's passenger depot on Fourteenth Street sup-plies a long-felt want both by that comsettlement of the street rallway ordinance es, fixing the relations between the Pas senger and Power Company and the Trac-tion Company, with respect to each oth-

why go numbers around with a

LAME BACK



The best Kidney preparation on earth, and 19-CENT BOX contains nearly as much others sell for 50 cents. If your druggist wings supply you, send us five 2-cent stamps an get a box by mail.

The Johnson Laboratories, Inc., Phil ALL LEADING DRUGGISTS Wm. Poythress & Co., Distribut's Ag

th other's tickets, will afford greatly treased facilities for rapid transit ough the city and its suburbs and reatly help to unite the community and the organization of the buth Atlantic Insurance Company, it is speed marks a commencement in the es-blishment of such institutions in the buth, by means of which a large part outh, by means of which a large par-the amount of money annually expend-l for life insurance may be kept in our idst; and, finally, the electrical develop-ent of the water-power of James river id the conduit system for the distribution

of this power, is destined to greatly foster many new enterprises and facilitate opera-tions at existing plants by modern and improved methods. ENCOURAGING OUTLOOK.

In addition to the foregoing instances and many other is lications of Richmond's progress, the condition of the country at large, so essential to permanent local prosperity, is of the most encouraging character.

The balance of trade in favor of the

The balance of trade in favor of the United States during the last five years of the century, has reached nearly two-and a half billon dollars, a sum which will be appreciated when it is rememter-ed that it probably exceeds the gold and silver in the banks of Europe, and is more

than 50 per cent. of that Continent's en-tire stock of precious metals.

With the coal, iron and steel industries actively and prosperously at work, with the railroad earnings greater than ever before, and in many instances justifying dividends on stocks which for years have passed their dividends; with crops, and an especially good cotton crop, of over 10,000,050 bales selling at ten cents per pound, the business ontlook for the en-tire country, but especially for Richmond and the South, is most flattering.

The Chamber has had its full share of railroad earnings greater than ever

the activity and increased business of the year; has worked incessantly for the good of the community, and substantial results have been obtained.

Its annual meeting takes place, how-ever, on the 16th proximo, when the re-ports of its officers and committees are submitted, so that it would not be proper for me to anticipate these reports. But trust that we shall have a large and enthusiastic meeting, and that thus execur-aged, the organization will continue more successfully than ever to accomplish its high and important mission of promoting and zealously guarding the commercial and other interests of the community.

sue of January 1st will be replete with a number of interesting facts and figures which the length of this paper precludes iny giving, with the best wishes of the season, I remain very respectfully, L. Z. MORRIS.

President of the Chamber of Commerce

THE CITY GAS WORKS.

Report of the Operations For the Year 1900.

The following statement shows the operations of the City Gas Works, Mr. W P. Knowles, superintendent, for the iscal year ending last night-

Trucker Serry Culture to	er mem.	
		Gas Used.
1900. Cul	oic Feet.	
January	31,808,000	31,789,563
February	27,019,500	27,023,731
March	25,597,600	25,587,376
April	20,207,000	20,203,634
May	18,312,500	18,306,111
June	14,910,100	14,887,853
July	13,309,300	13,440,169
August	13,508,200	13,440,783
Semptember	16,511,800	16,510,785
October		22,559,663
Nevember	26,189,400	26,192,320
December	32,850,000	32,825,950

...262,777,000 262,767,939 The manufacture and consumption

gas for the year 1900 was about 20,000,000 cubic feet more than for 1820. The quantity of coel used in the manu-facture of this gas was 9,252 tons. Total quantity of oil used, 587,540 gallons; total quantity of coke used, 10,787,500 pounds; total quantity of lime used in perilication, 20,918 bushels; meters in use, 7,437; introduced for new consumers, 254; meters taken out, 407; meters reset, 533; meters reset ters repaired and repainted, 1329; street mains laid during the year, 3,993 feet; laid to date, 77 miles, 4,940 feet; street lamps erected, 13; street lamps to date, 1,656; in ise, 481, of this number 150 are equipped with Newby fixtures; electric lights in

There have been put in for new consumers 160 service pipes; renewed 919 of vaious sizes.

Married in Washington. Charles E. Schwalen and Miss Clara Holzaur were married in Washington this morning. They will spend their honey-moon in northern cities before returning to this city, where they will make their

future home. Mr. Schwalen is one of the most popular young men of the West End and is employed as clerk and general salesman in the store of A. J. Staude, No. 1200 West Main Street, and is the son of Mr. George hwalen, of Park Avenue. The bride is daughter of Mr. Charles Holzaur, of

Road. and Mrs len will be at home lends.

INCREASE IN THE CITY TAXES

The Value of Real Estate and Personal Property in the City of Richmond.

The following statement contains the assessed value fo all real estate and personal property in the city, the taxes thereon and the number of polls for the year 1300. Rate of tax, \$1.40 on the \$100; polls at 50 cents each included: No. Polls. 138,936 92 130,459 84 213,475 71 45,340 89 \$1,055,225 61

RAILROADS ALL AGREE THAT LAST YEAR WAS CHAMPION RECORD-BREAKER

Not a Single Line Entering Richmond Has Missed Its Full Share of Prosperity's Blessings and All Expect that the New Year will Eclipse All Former Records. Hundreds of Thousands Expended to Meet the Demands.

tween Newport News and Norfolk an

Portsmouth, speed and comfort being the first consideration in her construction." The freight traffic of the Chesapeake and

W. A. Sullivan, division freignt agent

"The general freight business on the line of the Chesapeake and Ohio Rail-way has been remarkably good for the past year. The increase in the coal bus-

iness has been something wonderful, and especially the export and coastwise bus-iness through Newport News. The ex-

cusive improvements the Chesapeake and

tensive improvements the Chesapeake and Onio has made at Newport News during the past year has put them in a position to enjoy an immense amount of traffic that they were not in a position to handle heretofore, and are now prepared to take care of great volume of export business through that port. The

fact that the Southern and Norfolk an

Western have recently made arrangements to export through Newport New to foreign ports will materially add t

the amount of business handled through

arranged to run a special stock train to take care of stock originating at various

Ky., every Thursday and Friday, making

by the Chesapeake and Ohio in an

around Richmond will put them in a pos-tion to handle more expeditionsly kief mond business as well as through tra-fic. The local business has been parti-

have been blown in and are operating t

'The outlook for 1901 is exceedingly

bright, and the 'record-breaking-records

bid dair to be surpassed."

NORFOLK AND WESTERN.

'Mr. C. H. Bosley, District Passenge,
Agent of the Norfolk and Western Rail

ties, but you may say that the passenger traffic handled by the Norfolk and West-

ory of the road. To meet the situation has been found necessary from time

to time during the year to put into ser-vice additional trains here and there on the road. The increase in our business from Richmond has been proportionate

with the increase at other points, which we have been pleased to acknowledge in the establishment of the new limited train between this city and Norfolk making two fast daily trains between the two cities via the Norfolk and Western Railway. We enter upon the new century with a great degree of satisfac-

century with a great degree of satisfac-tion and a just pride at the success we have attained, and with a bright pros-

pest of continued prosperity."
"The business of the Norfolk and

Western Railway is flourishing and is

showing a steady increase in revenue weekly," said Mr. F. D. Meanley, com-mercial agent of the Norfolk and West

management at Roanoke. The principa pig iron, coal, lumber, tobacco, grain and grain products. The Virginia Iron, Coa

and Coke Company, of Bristol, Tenn., on

Buena Vista, one at Kadford, one at Pulaski, one at Kayoulah, and one at Bristol. The Pulaski Iron Company has :

furnace in operation at Pulaski, and the New River Mineral Company one at Ivan-thoe. With these lacal industries and

enormous through traffic we are moving

strained to its Tallest capacity to furnish

the necessary equipment.
"We are making daily improvements

on our roadbed, and I do not think it will be very long before we will have a double track from Lynchburg to Norfolk We have one of the best roadbeds in this

section of the country on our Norfolk Division, and we are making steady im-provements on our Western Division, and

also have a number of box-cars and gon-dolas under construction and an order has been placed with the Richmond Loco-motive and Machine Works for ten large

locomotives to be delivered June next.

"I consider the outlook of prosperity for the Norfolk and Western Railway exceedingly encuraging, and reflects much credit on the present management." SEABOARD AIR LINE.

The Seaboard Air Line has shown a most remarkably healthy growth in traf-

fic departments, and large contracts for new equipment have been placed so that the demands made upon the "Florida and

West Indian Short Line" can be met Said Mr. John Skelton Williams, presi-dent of the Seaboard Air Line recently:

"The affairs of the Greater Seaboard Al Line are in a most satisfactory condition

and the amount of business being handled

and east, reaches all of the great ship-

ping centres along the South Atlantic seaboard. Millions have been and are

is enormous.'

our transportation department is kep

erates two furnaces at Roanoke, on

"This, of course, is due to the abl

their full capacity. The business as

ularly heavy. In the midsummer of the furnaces along the line

run to Richmond in about 48 hor and to Norfolk in about 55 hours. T extensive improvements now being ma

With the railroads the year just closed has been one of unprecedented prosperity. Every one of the great systems has been taxed to its utmost to accommodize the contract of the prosperity of the contract of the prosperity of the contract date the enormous demands made upon it. What is true of one is true of all of the common carriers, both great and small. Evory read flus improved and added to its equipment and contracts for futther betterments and more equip-ment continue to be made. The year of 1839 was a "record breaker,"

The year of 1899 was a "record breaker," but surrendered its laurels to the year 1890.

7.7 traffic men agree that if present conditions continue the new year will surpass the greatest record known in the railroad history of the United States.

"Throughout the immense territory (seven thousand miles or more) covered by the lines of this company, Richmond merchants have greatly indreased the volume of their business. Figures show a large increase in both carload and less than carload business," said Mr. J. H.

large increase in both carload and less than carload business," said Mr. J. H. Drake, assistant general freight agent of the Southern Railway.

"This company has inaugurated fast through schedules, and has been improving through car service to less than carload, as well as carload shipments to all points. as well as carload, shipments to all points south and west, thus avoiding unnecessary transfers and delays and giving to take full advantage of their geographical take full advantage of their geographical position. The opening up of the new line from Louisville to St. Louis will give to Richmond shippers a vast increase of territory than can be worked to advantage on all classes of freight. "The large increase in tonnage has necessitated terminal improvements during the year by this company that will afford largely increased warehouse facilities. They have at a creat expense, but in

They have, at a great expense, put in new sidings in various streets and alleys during the year that have afforded to thirty-five more warehouses and indusconvenient track facilities that they have not heretofore enjoyed, making a total of more than one hundred warehouses and industries now located on the rails of the Southern Railway, all of which tends to give the Richmond merchants as favorable shipping facilities as other large cities enjoy, reducing to a min'mum the cost of handling. Southern is, therefore, well equipped to handle more economically than ever the business originating on their tracks in andling of both their outward and in-

ward business." The passenger traffic over the Southra system for the year 1990 has been ex-reptionally good." said Capitain C. W. Westbury, traveling passenger agent and the facilities offered by the South orn to the traveling public have been ern to the traveling public have been greatly increased. With the improvements has business grown to wonderful proportions, and the very gratifying part of this remarkable growth is that a large proportion is from Ricamond and vicinity. The service offered to the South and Southwest is superior to that formerly given, and the Southern's fast limited this beau merked a new ern in sufroadrains have marked a new era in railroad

ng in the South. "One of the most notable improvements in the Southern's service is that in and out of Richmond, and, to satisfy the demand, a through line of buffet, drawingfrom sleepers has been recently established, requiring no change of trains between this city, Atlanta, Birmingham, Mobile, Montgomery, New Orleans and many important points in the South and contawest and but one change to Mempais, Kansas Chy, Knoxville and Chatta-nooga, and practically a through sleeping car service on all trains in and out of Richmond. Neither is any change of trains

ecessary to Columbia, Augusta, Savan-in, Jacksonville and many important sints in Florida.
"The travel to Baltimore and the East, "The travel to Baltimore and the East, via the York River Line, has been exceptionally good for the year 1990. Daily service was established early in the spring and maintained up to December 25th. The travel via this route held up remarkably well all during the year, thus clearly demonstrating the appreciation of the traveling public of an up-to-date service between this city and Baltimore, where close connections are made for Philadelphia, New York and all eastern cities."

THE CHESAPEAKE AND OHIO.

THE CHESAPEAKE AND OHIO. Said Mr. John D. Potts, assistant gen-eral passenger agent of the Chesapeake

and Ohio Raliway:
"December 31st, 1900 terminates a most successful year with the traffic department of the Chesapeake and Chio. The passenger earnings of this progressive railway have steadily increased. Probably no other Virginia railway is more deserving of success. The Chesapeake and Ohio is success. The Chesapeake and Ohio is constantly improving their train service and equipments, looking to the comfort of

"The regularity of Chesapeake, and Ohio trains is noteworthy. The average promptness of arrivals of their fast trains at terminals equals any long-distance runs, while last summer reflected the Chesapeake, and Ohio, appears the averaging spirit in the peake and Ohio's progressive spirit in the addition of new trains to their many and attractive meantain resorts.

"The perfection of track, Pullman, par-

lor and dining car service and electric-lighted trains, all combine to make this

up-to-date line popular.

"The completion next summer of the Richmond viaduct and conveniently-located station (now being erected at an immense cost), will add new laurels to this great trunk line. "A magnificent boat is now being built at the Trigg Ship-Yards for service be-

Why do you not patronize the hundreds of stockholders by insuring with has reached enormous proportions.

the Virginia State Insurance Company?

Extensive terminal improvements are

ORGANIZED 1832.

FIRE AND

INSURANCE COMPANY, OF RICHMOND, VA.

ASSETS, - - - \$800,000

WM. H. PALMER, President. W. H. McCARTHY, Secretary. Ro. F. JOHNSTON, Special Agent. CHAS. T. LOEHR Actuary. DOUGLAS WHERRY, Solicitor.

being handled over the Seaboard System including a handsome new depot, which will soon be ready for occupancy.

THE R., F. & P.
Mr. W. P. Taylor, traffic manager of the
Richmond, Frederleksburg and Petomac
Railroad Company, in speaking of the
business done by this road said: business done by this road said:
"Our revenue from freight and passenger traffic for the fiscal year, ending June 30, 1900, showed an increase of \$94,992.55.
The average freight rate per ton mile was a fraction over 9.1-2 mills. The was a fraction over 9.1-2 mills. The average passenger rate per mile was 2.380 cents. Since the year 1880 the average passenger rate mile has been reduced from 3.41 cents to 2.380 cents, while the average freight rate per ten-mile has been reduced from 2.21 cents to 956 cents. "For the first time in the history of the read the revenue from freight trains exceeded that from passenger trains. Our

list will show an increase over the same period for 1899.
"Our freight and passenger facilities are increasing to meet anticipated demand for them, and if present trade conditions continue there is every reason to expect an increased traffic movement."

ceeded that from passenger trains. Our business for the year ending December

ATLANTIC COAST LINE. "The business handled by the Atlantic Coast line during the year just ended has shown a most decided increase," said Mr. Charles S. Campbell, division passenger agent, "and from the new existing conditions 1 am of the opinion that the new year will show a still greater increase in the business of the Coast Line. As you know there is not a railroad in eriod, of unprecedented prosperity, and a Coast Line has secured its share. In-cased equipment has been secured and once contracted for. This was made nec-sary to meet the demands. "Besides handling freight traffic in the

general managers of the best in our fer Company, 'was the best in our y since 1892, and was regarded as ord-breaker; but the year just ended hown an increase of at least 29 per of that of the reconstruction course, with this increase in busi-improvements necessarily followed, ca. safely say without fear of con-tion that the transfer system of rond is equal to any in the couned to and improved during the year the Executive Committee only a few ater improvements."

ATLANTIC COAST LINE. Christmas Holiday Rates.

The Atlanite Coast Line announces a rate of one and one-third first-class fares for the round-trip from Richmond to all points South, account Christmas holidays, Tick-

with and wist, 1900, also January 1st, 1901, final limit January 4th, 1901. These tickets will be sold to students of schools and colleges on December 15th to list, inclusive, with final limit January ist, inclusive, with that thine standing the 1901, upon presentation of certificate signed by the superintendents, principals or presidents thereof.

For information as to schedules, etc., ap-

OFFICE OF THE COMPANY, OFFICE OF THE COMPAST,
SS East Main Street.
W. STEELE, T. A..
Byrd-Street Station.
C. S. CAMPBELL,
Division Passenger Agent.

It makes no difference what agent controls your Insurance, he will give you r Virginia State Policy if you request it.

CHESAPEAKE AND OHIO RY.

New-Year's Holiday Rates. Round-trip tickets will be sold between

Round-trip tickets will be sold between all stations of the Chesapeake and Ohio Railway, on December 2nth, 30th, 31st and January 1st, good for return till January 4, 1901, at ONE AND A THIRD PARE.

Special rates from Richmond as follows:
To Norfolk, \$2.50; to Old Point, \$1; to Lynchburg, \$5; ito Lexington, Va., \$6.99, and to Clitton Forge, \$7.70.

For tickets and information of train schedules, apply at C. & O. Station ticket office, or at Richmond Transfer Company offices, No. 903 East Main Street and Jefferson Hotel.

JOHN D. POTTS, A. G. P. A. It makes no difference what agent con-trols your Insurance, he will give you a Virginia State Polley if you request it. WILLIAMSON TALLEY, Agent.

The Southern Bell Telephone and Telegraph Company announces that telephonic communications can be had over its lines communications can be had over its lines with Lynchburs, Va.; Danville, Va.; Roanoke, Va.; Wakefield, Va.; Appomatiox, Va.; Farmville, Va.; Crewe, Va.; Salem, Va.; Bedford City, Va.; Reidsville, N. C.; Charlotte, N. C.; Columbia, S. C. For further particulars inquire at the Public Pay Stations and at Manager's office, No. 1214 East Main Street.

SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY.

The Virginia State Insurance Company spends thousands of dollars in this city for printing, advertising, etc. We prac-tice what we ask-patronize home insti-

LOW RATES NORTH AND WEST Before you travel North or West call upon or address the undersigned for tow-The Seaboard, besides offering a short est rates via York River Line and Baltiline between Florida, West Indian and other southern points and points north more and Ohlo Railroad (Royal Blue Line). now being expended in improvements, the erection of terminals and maintaining the high standard of the Seaboard system.

THE JOBBERS ARE

Wholesale Merchants Did a Prosperous Business.

OUTLOOK FOR THE NEW YEAR.

Collections are Easter and Drummers Make Very Encouraging Reports to Their Firm. What Some Leading Firms Have to Say.

respective the wife this joints, including goods are being sold at the South and the territory of the ters is constantly being enlarged, every big house reports an incursiness over the previous year.

his section, and by this section want Southern tier of States down Florida line, the outlook for busing he coming year is good, and we lemand from now on for goods for spring and summer wear. "In consequence of the long,

crops in some section a rule, have been good and

THE DRUG TRADE.

Mr. Edgar D. Taylor, vice-pretic Powers'-Taylor Drug Compa

The volume of business don been prompt and satisfac few bad debts made. We in to believe that the busine is better than it has

HATS, CAPS, ET Mr. Jacob Bates, of Etchison Starke, wholesale dealers in

rience extending back to 1866. were less than in the previous collections have been goodof late I would not care to but business ought to, and I be good during the spring set spring was such a record-brea spring was such a record-freat was about to say I would be s do as well this year, but none ever entirely satisfied, and so w it if we can. I think the jobb it if we can. I think the jobbet our city have the right to apprope and smooth themselves down with id Virginia Never Tire," but rememing the success of our market is so the due to her wide-awake salesmen, ill add the better reason—"Richmond immers Full of Fire."

Full of Fire."
THE OIL TRADE. THE OIL TRADE.

Col. John S. Harwood, of them of Harwood Brothers, said:

Our business for 1900 has n very satisfactory. The large demanfor our lubricating goods has been dto the fact that all manufacturing tablishments have been operating toeir fullest Eapacity, and the rails have obeen using all of their rollingsck continuously. There have been large number of cotton mills built be South the past year and these, withe old ones, have been running body and night. The large sale on its and paint oils show a vast amo of new building and also improveme to the old ones. This is one of thest signs of good times.

The above conditions have this year one of the best in thestory of our business. In addition to market values have been on the inse, thus giving us an upward market fork on. Our collections have been vestisfac-Col. John S. Harwood, of thirm of

Our collections have been vesatisfac-tory. We feel that the out for 1901 is very encouraging, and we ect good business. WHOLESALE GROCES.

Messrs. Davis & Atkins, while groc-ers, said: "Our business, from an estimmade at "Our business, from an estimatate at the time covering a period of le years, shows an average annual gaf thirty-six per cent. on the amount business done. The year just closing been a very satisfactory one, and mink the business outlook for nineteen especial-

ly encouraging." BEST YEAR OF
This is from the Stephen
pany, wholesale dealers in the
This has been by far the Comin our experience; collections and lest percentage of losses

for years.

"Many of our salesmen as holidays, and all expect lars January, February and Mcloses out spring season) the fore for the same period; at sible to supply customers as and for goods, showing buss for years. call for goods, showing bus

good with the retailers.

"This is natural in the an States (where our trade chiefly libwing to the satisfactory price of cot "Our trade in Maryland, sylvania, Oklahoma and Indian Terres company of the state of th "Our trade in Maryland, sylvania, Oklahoma and Indian Terres(com-paratively new fields), is sto increas-"Perhaps the most gratify eature of

HIGHLY PLEASED WILLDIN'S

EUROPEAN PLAN.

RATES: \$1, \$1.50, \$2.

ROOMS WITH BATH AND EN SUITE.

Eighth and Broad. RICHMOND, VA.

IOHN MURPHY. Proprietor.

barge

Suits-Oak, Walnut, Cherry

Cham Suits from \$17 to \$225. Parlogits from \$18 to \$150. Cook eves from \$5.50 to \$50.

from \$5 to \$40. Mirros Pictures, Lamps. Rugs, and everyth in the Furniture line at prices Ladies' and Gentlemen's Watch

CASH OR CREDIT.

J. I. BUSBY.

FINEMPORTED CIGARS.

00 bushee and Broad.

(Porto Rico) for 25c., and 15c. each. Try them. TA. Miller,

5| East Broad Street. in sales our best and highest grades, showing amand for the best goods.
"Our sig season is about half over, and we is sold more high-priced goods than in thuire spring season one year

THE IARDWARE TRADE.

Mr. Glarkey Clarke, president of the A. Blarke & Son Hardware Co., said:

ute for business in our fne, not only here the city, but also here in the section the South traveled by our salesmen very encouraging, and not-withstand our sales in 1900 exteeded those of previous year, we are an-ticipating 1901 a still larger volume of

ticipating 1901 a still larger volume of business.

The abranily high prices that prevailed at beginning of last year in building slies, have settled down to a reasonableasis so that those who delayed buke will find that materials have againached such a point that they may now lid at about as low a cost as ever. Thisogether with the fact that modern hos of modern cost are in such demand wind doubt, sreatly stimulate the builditrade this year, and so we anticipate increased demand for builders' supplifuring the year. This means during the year. This means

the grow of the postion. The fac's that there are so many things thanight be mentioned, it seems to me R mond's future never looked

Keep theoney for Fire Insurance at home by I ring with the Virginia State Insurance mpany.

L ALFRIEND, Acond

Fast through trains services for haste freight and passenger traffic have been established, and the amount of business beinng handled over the Seaboard System

more and Ohio Railroad (Roya, Blue Line). Superb steamer service to Baltimore, connecting with the finest, fastest and safest train in the world. Leave Richmond daily (except Sunday) from the Southern Railway Depot at 4:30 P. M.

Apply to Richmond Transfer Company, 903 East Main Street; or Arthur G. Lewis, Southern Passenger Agent, Baltimore and Ohio Railrond, Norfolk, Va. Why do you not patronize the hundreds of stockholders by insuring with the Virginia State Insurance Company? our business is the very

brighter.